

The China Mail.

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HONGKONG, THURSDAY, MARCH 7, 1889.

日六初月二年丑己

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Coleman's Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Cornhill. GORDON & GORDON, Ludgate Circus, E.C. BATHURST & CO., 57, Whitehall, E.C. SAUNDERS & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. PARIS AND EUROPE.—AMERSON PRINCE, 35, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney. OCEAN.—W. M. SMITH & Co., THE APOTHECARIES CO., Colombo. SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HINSHEN & Co., Malacca. F. A. DE CURE, Straits, Quilon & Co., Amoy, N. MOALLIE, Hongkong, Hedder & Co., Shanghai, Lane, Crawford & Co., and KELLY & WAGNER, Yokohama, Lane, Crawford & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,000,000
RESERVE FUND, \$4,300,000
RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—H. L. DALRYMPLE, Esq.
W. G. BODDIE, Esq.
J. F. HOLLIDAY, Esq.
Hon. JOHN BELL, Esq.
Hon. B. LAYTON.

CHIEF MANAGERS.

HONGKONG.—G. E. NOBLE, Esq.
SHANGHAI.—W. G. BODDIE, Esq.
SINGAPORE.—W. G. BODDIE, Esq.
SINGAPORE.—W. G. BODDIE, Esq.

HONGKONG.

On Current Deposit Accounts at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " " "
" 12 " 5 " " " "

LOCAL BILLS DISCOUNTED.

Credit granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
G. E. NOBLE, Chief Manager.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong, Business hours on week-days, 10 to 5; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time, may not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings Bank having \$10 or more at their credit may, at their option, transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked "Hongkong Savings Bank" is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
G. E. NOBLE, Chief Manager.

Hongkong, January 1, 1889. 764

Intimations.

HONGKONG RIFLE ASSOCIATION.

SPOON COMPETITION.

200 YARDS, 10 SHOTS.

NEXT SATURDAY, 9th March, 4 o'clock p.m.
Positively—Standing or Kneeling. Penalties on previous winners at this Range withdrawn. Members' attention is called to Rule No. 7.

A. SHELTON HOOPER, Hon. Secretary.

Hongkong, March 4, 1889. 414

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE Fifth Ordinary General Meeting of SHAREHOLDERS will be held at the Office of the Company, Praya Central, on MONDAY, 25th March, at Three o'clock in the afternoon, for the purpose of receiving the Report of the General Managers, electing a Dividend and electing a Consulting Committee and Auditors. The Transfer BOOKS of the Company will be CLOSED from the 11th to the 24th instant, both days inclusive.

RUSSELL & Co., General Managers.

Hongkong, March 4, 1889. 422

Intimations.

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

OWING to Alterations in the Machinery at the Upper Terminus NO CARS will RUN on MONDAY NEXT, the 11th instant.

MADEWEN, FRICKEL & Co., General Managers.

Hongkong, March 6, 1889. 430

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

APPLICATIONS for the POST of SECRETARY to the above Company will be received until the 20th instant. Such Applications to be addressed to the Chairman of the Company at the Office, No. 7, Queen's Road Central.

Hongkong, March 6, 1889. 431

GREEN ISLAND COMPANY, LIMITED.

NOTICE.

HOLDERS of SHARES in this Company which are NOT FULLY PAID are requested to PAY UP the BALANCE, \$10 per Share, to C. EWENS before the 15th instant.

On or before the 15th instant, ALL HOLDERS of SHARES in this Company can by application to C. EWENS, together with a Payment of \$5 per Share, receive an allotment of ONE NEW SHARE in the GREEN ISLAND COMPANY, LIMITED, in respect of every Two Old Shares which they hold in the GREEN ISLAND COMPANY, LIMITED.

C. EWENS, General Manager.

Hongkong, March 5, 1889. 423

GREEN ISLAND CEMENT COMPANY (LIMITED).

IN consequence of the APPLICATION FOR SHARES having greatly exceeded the SHARES to be ALLOTTED, I am unable to receive any further Applications, except from Shareholders.

C. EWENS, General Manager.

Hongkong, March 5, 1889. 424

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1888.

CONTRIBUTORS to the above OFFICE are requested to FURNISH the Underwritten with a List of their CONTRIBUTIONS for the year ending 31st December, 1888, in Order that the DISTRIBUTION of BONDS may be arranged. Returns not rendered prior to the 30th day of MARCH INSTANT, will be adjusted by the OFFICE, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, March 1, 1889. 388

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY General Meeting of the PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 9, Queen's Road Central, Hongkong, on MONDAY, the 13th day of March, 1889, at 4 o'clock in the afternoon, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 25th of February instant, will be submitted for Confirmation as a Special Resolution.

RESOLUTION.

That the Capital of the Company be increased to the sum of \$600,000 legally current in the Colony of Hongkong by the creation of 20,000 New Shares of \$10 each. Subject to any direction to the contrary that may be given by the Meeting sanctioning the increase of Capital, all New Shares shall be offered to the Members in proportion to the existing Shares held by them, and such offer shall be made by notice specifying the number of Shares to which the Member is entitled and limiting a time within which the offer if not accepted, will be deemed to be declined, and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the Shares offered, such Shares shall be dealt with by the Directors in their discretion. Dated the 25th day of February, 1889.

By Order of the Board, A. O. GOURDIN, Secretary.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given that if the above mentioned Resolution for the increase of the Capital of the Company be confirmed, the SHARE REGISTER of the Company will be CLOSED from the 18th day of March to the 15th day of April, both inclusive.

Dated the 25th day of February, 1889.

By Order of the Board, A. O. GOURDIN, Secretary.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE Sixth Ordinary General Meeting of SHAREHOLDERS will be held at the Office of the Company, Praya Central, on SATURDAY, 24th March, at Twelve o'clock Noon, for the purpose of receiving the Report of the General Managers, declaring a Dividend, and electing a Consulting Committee and Auditors. The Transfer BOOKS of the Company will be CLOSED from the 9th to 23rd instant, both days inclusive.

RUSSELL & Co., General Managers.

Hongkong, March 1, 1889. 393

Business Notices.

LANE, CRAWFORD & Co.

NEW BOOKS:
DIAN BARRINGTON. SHIPS, SAILORS AND THE SEA. GHOST STORIES. ETHIOPE. ADULT LIGHT TITLES. ARN CHAIR EASY. OLIGO GRANGE. MAJOR LAWRENCE. THE PORTS AT PLAY. THE MOUNTAIN KINGDOM. LOUIS CLARK'S TALKS ROUND THE WORLD. THE DAUGHTER REBEL. A TRIBUTE TO SATAN. GREYSTONES GRANGE. THE MAN HUNTER. BY WOMAN'S WILL. A LITTLE MISTAKE. ROTTEN'S INTEREST TABLES. THE BALANCE OF OUR CHRISTMAS ANNUALS WILL BE SOLD AT REDUCED PRICES.

LANE, CRAWFORD & Co.

Hongkong, February 26, 1889. 366

W. POWELL & Co.

EX STEAMSHIPS PEALIN AND PROMETHEUS

FIRST DELIVERIES OF

SPRING AND SUMMER DRESS MATERIALS. LADIES' WHITE STRAW HATS. NEW FLOWERS AND FEATHERS. UMBRELLS AND PARASOLS. W. POWELL & Co.

Victoria Exchange, February 23, 1889. 345

ROBERT LANG & Co., Tailors, Hatters, Shirtmakers and Gentlemen's Outfitters.

HAVE RECEIVED THEIR SECOND DELIVERY

WINTER COATINGS, TWEED AND DRESS SUITINGS, TROUSERS, and ULSTER TWEEDS. A Very Stylish Selection.

OUR OUTFITTING STOCK is ALSO COMPLETE in SEASONABLE GOODS. QUEEN'S ROAD (opposite HONG-KONG HOTEL), Hongkong, January 14, 1889.

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 16, 1886. 1612

Intimations.

THE ANNUAL HIGHLAND GAMES OF THE 1st BATTALION ARGVILL AND SUTHERLAND HIGHLANDERS will take place

On the 13th March, ON THE RACE COURSE, By Kind Permission of the JOCKEY CLUB.

The following will be the Open Events:—
1.—HALF MILE RACE, open to the Services, Volunteers and Police.
2.—A MILE RACE.
3.—HIGHLAND FLING.
4.—SWORD DANCE.
5.—PIPER'S COMPETITION open to the World, Entrance, 5/- (to pay quick-step Strathgarry and Reel).
6.—Also A TWO-OF-WAR Teams of Ten, Entrance, \$5 each team.

Hongkong, March 1, 1889. 390

LADY (very good sailor) wishing to return to England, and the Captain would be glad to give her Services, during the voyage, in return for her passage home.

Address, Miss EARLE, c/o OFFICE OF THIS PAPER.

Hongkong, February 4, 1889. 218

ORIENTAL BANK CORPORATION IN LIQUIDATION.

NOTICE TO CREDITORS.

PAYMENT OF 5th DIVIDEND.

A 6th DIVIDEND of 6% on all CLAIMS against the HONGKONG BRANCH of the ORIENTAL BANK CORPORATION, which have been approved by the Court of Chancery, will be paid at the Office of the NEW ORIENTAL BANK CORPORATION, LIMITED, on and after MONDAY, the 18th MARCH NEXT.

CREDITORS are requested to apply to the Bank for their Dividends and to produce the letter they hold from the Official Liquidator, admitting their Claims, in order that the Payment of the 6th Dividend may be endorsed thereon.

For the HONGKONG SHANGHAI BANKING CORPORATION, G. E. NOBLE, Chief Manager.

Hongkong, February 25, 1889. 368

THE HONGKONG AMATEUR ATHLETIC SPORTS TO BE HELD ON THE RACE COURSE MEADOW, ON SATURDAY, the 16th March.

1.—Hold under the Laws of the Amateur Athletic Association, open to all Gentlemen Amateurs who are Members or visitors of the Hongkong Club, The Club Germania, The Victoria Recreation Club, The Ladies Recreation Club, and Commissioned Naval and Military Officers. With the exception of certain races which are open to all.

2.—Entries to close on Friday 8th March.

3.—Competitions are requested to send in their entries to the Hon. Sec., WELLINGTON BARRACKS, as early as possible.

4.—Competitions are requested to send in their Entries for races on forms which are obtainable at the CHIEF PATRON, Messrs. LANE, CRAWFORD & Co., GEO. BRAMWELL, Hon. Sec., Wellington Barracks.

Hongkong, 1st March, 1889. 390

Business Notices.

THE HALL & HOLTZ

CO-OPERATIVE COMPANY, LIMITED.

Stock-taking.

CLEARANCE SALE

STATIONERY

FANCY GOODS,

COMPRISING:—WRITING DESKS, ALBUMS, SCRAP BOOKS, CHILDREN'S BOOKS, STUDIES FOR ARTISTS, FANCY SOAPS, NOTE PAPER, ENVELOPES, AND A FEW STANDARD WORKS AND NOVELS at SALE PRICES.

Now Proceeding.

HALL & HOLTZ & Co. CO-OPERATIVE LTD.

Hongkong, March 2, 1889. 406

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Friga*, Capt. NAGEL, having arrived from the above Ports Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 4 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, March 6, 1889. 433

STEAMSHIP SAGHALIEN.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamships *Tanis* and *Manche*, from Havre ex S.S. *Manche*, and from Bordeaux ex S.S. *Conjo* and *Eyraud* des *Verges* in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded, unless intimation is received from the Consignees before 5 p.m., To-day (Thursday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after FRIDAY, the 8th March, 1889, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before the 9th March, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, February 28, 1889. 394

GLEN LINE OF STEAM PACKETS.

FROM LONDON & SINGAPORE.

THE Steamship *Glenfinlas*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 11th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 18th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, March 4, 1889. 410

Intimations.

CLERK OF WORKS.

WANTED A COMPETENT MAN, a CARPENTER by Trade preferred; also a FOREMAN who can speak Chinese. Applications by Letter stating Wages, &c., to be sent to—

MR. S. JOHN H. HANCOCK, c.e., 3, Bouverie's Arcade.

Hongkong, March 2, 1889. 399

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.

8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. " " " "
3 " 7 " " " " "

THURSDAYS.

NIGHT TRAM at 10.45 and 11 p.m.

SUNDAYS.

10.40 a.m. 12.15 to 3 p.m. every half hour.
3 to 7 p.m. every quarter of an hour.
Special CARS may be obtained on application to the SUPERINTENDENT.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MADEWEN, FRICKEL & Co., General Managers.

Hongkong, January 2, 1889. 9

Shipping.

Steamers.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship *Zafra*, Capt. McGeehan, will be despatched for the above Port on SATURDAY, the 9th instant, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, March 6, 1889. 428

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL and BREMEN.)

The Steamship *Volmer*, Capt. L. Volmer, will be despatched for the above Ports on SUNDAY, the 10th inst., at 10 a.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, March 1, 1889. 397

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIFT PORTS.)

The Co.'s Steamship *Amphitrite*, Capt. L. LEXSCHNER, will be despatched for the above Ports on MONDAY, the 11th Inst., at Noon.

For further Particulars, regarding Freight and Passage, apply to the Agent of the Company, Praya Central.

O. BAHRACH, Agent.

Hongkong, March 2, 1889. 402

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Moray*, Duncan, Commander, will be despatched for the above Ports on the 11th instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, March 4, 1889. 420

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Arcton*, will leave for the above places on FRIDAY, 15th Inst., at Noon.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, March 2, 1889. 403

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, VIA SUEZ CANAL.

For Sale.



FOR SALE
HER MAJESTY'S SCREW GUN-
VESSEL
MYRMIDON.
As she lies off Kowloon Naval Yard.
Length between Perpendiculars, 155ft. 6in.
Extreme Breadth, 28ft. 4in.
Displacement, 877 tons.
Built of Wood, Copper-fastened and Sheathed with Copper, Wood Boats.
Engines, 2, Makers, Humphreys.
Original H.P., 700.
Boilers, 2, 222hp.
Present Pressure, 222hp.
Sealed Tenders marked "Tender for Ship" will be received at H.M. NAVAL YARD, until 10 a.m. of MONDAY, the 5th April next.
The highest or any Tender will not necessarily be accepted.
A List of the Stores to be Sold with the Ship, and of Articles now on Board which will not be sold with her, may be seen on application at the Office of the NAVAL STOREKEEPER.
TERMS OF SALE.—Cash on acceptance of Tender, and the Ship with all faults and errors of description to be at Purchaser's risk from that time.
W. H. LOBB,
Naval Storekeeper.
H. M. Naval Yard,
Hongkong, 25th February, 1889. 364

To-day's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship
Arratoon Apoor,
Captain J. G. OLFERT,
will be despatched for
the above Ports on MONDAY, the 11th
Instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, March 7, 1889. 436

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.
The Steamship
Glenlyn,
Captain Somers, will be
despatched as above on
or about the 15th Instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, March 7, 1889. 437

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MAISELLES, AND PORTS
OF BRAZIL, AND LA PLATA

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 20th March,
1889, at Noon, the Company's
S.S. *DIEMER*, Commandant CHABRY,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.
Cargo and Specie will be registered for
London as well as for Marseilles, and accepted
in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted till
Noon.
Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on the
19th March, 1889. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPAUX,
Agent.
Hongkong, March 7, 1889. 439

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*,
3,365 Tons Register, G. A. Lee, Com-
mandant, will be despatched for YANCOU-
VER, B.C., via KOBÉ and YOKOHAMA,
on THURSDAY, the 4th April, at Noon.
Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with San Fran-
cisco and Pacific Coast Ports, by the
regular Steamers of the PACIFIC COAST
STEAMSHIP COMPANY and other Steamers.
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic Lines of Steamers.
First-class Fare granted as follows:—
To Vancouver & Victoria, Mex. \$160.00
To San Francisco, 175.00
To all common points in Can. 230.00
To the United States 230.00
To Liverpool 300.00
To London 305.00
To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Courts, to be obtained on application.
Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.
Freight will be received on board until
4 p.m. on the 3rd April.
All Parcels must be sent to our Office
and must be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.
For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, March 7, 1889. 440

To-day's Advertisements.



GOVERNMENT NOTIFICATION.
TENDERS are invited for the CON-
STRUCTION of a SCREW STEAM
VESSEL for the SINGAPORE GOVERNMENT.
Tenders should be sealed and should be
addressed to the BRITISH RESIDENT, Singa-
pore, and should reach the Resident not
later than noon on the 1st May, 1889.
Further information may be obtained from
the COLONIAL SECRETARY at Hong-
kong.
F. A. SWETENHAM,
British Resident,
SINGAPORE.
Kuala Lumpur, 25th January, 1889. 438

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arratoon Apoor* having arrived
from the above Ports, Consignees
of Cargo are hereby informed that their
Goods are being landed at their risk into
the HONGKONG AND KOWLOON WARE-
HOUSE COMPANY'S Godowns, at West
Point, whence delivery may be obtained.
Cargo remaining undelivered after the
13th Instant will be subject to rent. No Fire
Insurance has been effected.
Consignees are hereby informed, that
all Claims must be made immediately, as
none will be entertained after the 10th
Instant.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, March 7, 1889. 434

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP AND HAMBURG.

THE Steamship *Balarac Brook*, Captain
Burgess, having arrived from the
above Ports, Consignees of Cargo are
hereby requested to send in their Bills
of Lading to the Undersigned for counter-
signature, and to take immediate delivery
of their Goods from alongside.
The Steamer is berthed at Kowloon and
Cargo impeding her discharge will be at
once landed and stored at Consignees' risk
and expense, and no Fire Insurance will be
effected.
All Claims against the Steamer must be
presented to the Undersigned on or before
the 16th Instant, or they will not be re-
cognized.
RUSSELL & Co.,
Agents.
Hongkong, March 7, 1889. 435

DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

Dakin Brothers' Compound Syrup
of the Hypophosphites.

An admirable Tonic for the nervous
system, and a powerful agent in every
case of equal to any of the much advertised
Syrups of the HYPOPHOSPHITES. The
formula is on the label, and is constant
and unchangeable.

DAKIN BROTHERS' CHEMICAL
OR,
SYRUP OF THE PHOSPHATES OF
IRON, LIME, POTASH AND SODA.

An exceedingly useful preparation for
growing child, and aids healthy develop-
ment and fortifies the system against
disease.

DAKIN BROTHERS' OXGENISED
SALINE POWDER.

Apperit, Cooling, Refreshing.
Of great value in preventing and remov-
ing any derangement of the stomach or
liver.

22, QUEEN'S ROAD CENTRAL.

TELEPHONE No. 60.
Hongkong, March 2, 1889. 412

SHARE LIST.—QUOTATIONS.—Mar. 7, 1889.

Stocks.

4-Hongkong and Shanghai Bank Corp. 60,000 125 all 167% prem., cash

INSURANCES.

Union Insurance Society Co., Ltd. 10,000 85.35 25 8110

China Traders' Insurance Co., Ltd. 24,000 83.35 25 880, buyers

North-China Insurance Co., Ltd. 8,000 200.2 50 714.300

Yangtze Insurance Association, Ltd. 8,000 25 174.100

Chinese Insurance Co., Limited. 1,500 1,000 200 8165, buyers

Union Insurance Office Co., Ltd. 10,000 85.35 25 8110

The Straits Insurance Co., Ltd. 20,000 85.35 25 8110

Hongkong Fire Insurance Co., Ltd. 8,000 250 50 8307, cash

Shanghai Fire Insurance Co., Ltd. 20,000 100 20 84, cash

The Straits Fire Insurance Co., Ltd. 20,000 100 20 84, sales

Singapore Insurance Company, Ltd. 40,000 100 20 84, cash

DOCKS.

Keong & Whampoa Dock Co., Ltd. 12,500 125 all 84% prem.

STEAMBOAT COMPANIES.

K. O. and M. Steamboat Co., Ltd. 40,000 20 all 128% prem.

Iodo-China S. N. Company, Limited. 20,000 20 all 87% cash

Gougeon Steamship Co., Limited. 20,000 50 all 8100, cash

JOHN and MAMIE S. S. Co., Ltd. 3,000 50 all 8100, cash

ARREARMENTS.

China Sugar Company, Limited. 15,000 100 all 8200, nominal

Luzon Sugar Company, Limited. 7,000 100 all 8100, nominal

Panama & Sanguine Dues Samtan Mining Co. 40,000 10 all 84, sales

Société Française des Charbonnages à Tonkin. 8,000 500 50 515% prem., sales

H. K. & Kow. Wharf & Godown Co. 17,000 10 all 8201.

A. S. Watson & Co., Limited. 3,800 10 all 97% prem., sellers

Cruickshank & Co., Limited. 1,800 50 all 81, buyers

Hongkong Hotel Company, Ltd. 3,000 100 all 8170, ex div., nominal

H. S. & Co. Ltd. 5,100 10 all 813, sellers

Hongkong Ice Company, Limited. 5,000 25 all 801, cash

Hongkong Battery Company, Ltd. 80 50 all 801, nominal

Hongkong Rope Manufacturing Co., Ltd. 3,000 50 all 8120, nominal

Hongkong Dairy Farm Co., Ltd. 3,000 100 all 813, cash

H.K. High Level Tramways Co., Ltd. 1,200 100 all 8080% prem., nominal

Campbell, Moore & Co., Limited. 3,000 50 25 842

East Borneo Planting Co., Limited. 8,000 50 25 842

Austrian Arms Hotel and Building Co., Limited. 4,000 50 25 842

Songel Koyah Planting Co., Ltd. 5,000 50 25 842

Peak Hotel & Trading Co., Limited. 3,000 50 25 842

Steam Launch Company, Limited. 3,000 50 25 842

Green Island Co., Ltd. 10,000 250 15 846, buyers

SHIPPING.

ARRIVALS.

March 7, 1889:—

Arratoon Apoor, British steamer, 1,302, T. G. Olfert, Calcutta February 17, Penang 24, and Singapore 27, Captain and General.—DAVID SASSOON & Co.

Antenor, British steamer, 1,376, J. K. Grier, Shanghai via Amoy Mar. 2, General.—BURMESE & SONS.

Zafiro, British steamer, 675, A. A. McCaughin, Manila March 5, General.—RUSSELL & Co.

Anton, German steamer, 396, E. Aerobee, Pakhoi March 4, and Hoihow 6, General.—WILKES & Co.

Canton, British steamer, from Whampoa.

DEPARTURES.

March 7

Freight for Hainan.

Telamon, for Amoy and Shanghai.

Amoy, for Saigon.

Parthia, for Yokohama and Vancouver.

Amoy, for Shanghai.

Fakham, for Swatow.

Quintar, for Singapore and Bombay.

Ranther, British sloop, for a cruise.

CLEARED.

Actie, for Hoihow and Pakhoi.

State of M-tine, for Nagasaki.

Haiwei 9, for Coast Ports.

PASSENGERS.

ARRIVED.

Per Arratoon Apoor, from Calcutta. Mrs. Olfert, Mr. and Mrs. L. King, family and 2 servants; Messrs. J. Bush, Hart, J. Dunlop and P. Agabeg, Mr. and Mrs. Kuch, Miss Serson, Mr. Finlay, Mrs. Ouldways, and 2 Mahomedan Lads and 2 servants; from Singapore, Mr. J. Ezra, Mrs. J. Syed and 2 children, 3 Europeans, 13 Indians, 499 Chinese, 20 women, and 21 children.

Per Antenor, from Shanghai, 81, 840 Chinese.

Per Zafiro, from Manila, Messrs. Wilks, Brown, Anderson, Koichi, Kerr, Bell, and 60 Chinese.

DEPARTED.

Per Freight, for Hainan, 30 Chinese.

Per Telamon, for Amoy, 430 Chinese.

Per Amoy, for Saigon, 60 Chinese.

Per Parthia, for Shanghai, 11 Chinese.

Per Fakham, for Swatow, 200 Chinese.

Per Quintar, for Singapore, 2 Europeans, and 200 Chinese.

Per Parthia, for Nagasaki, Mr. S. Watanabe; for Kobe, Messrs. H. T. Platford and S. Chapman; for Yokohama, Rev. F. E. Freeze, and Mr. A. H. Maxwell; for Vancouver, Messrs. A. H. Rennie and Thomas Reid; for Brockville, Mrs. A. H. Rennie; for Liverpool, Archdeacon Jones; for London, Lieut. T. G. Fraser, and Mr. H. B. Ellerton; for Victoria, 70 Chinese in storage.

To Depart.

Per Actie, for Hoihow, 80 Chinese.

Per State of Maine, for Nagasaki, 1 European.

Per Haiwei, for Coast Ports, 4 Europeans, and 300 Chinese.

SHIPPING REPORTS.

The British steamer *Arratoon Apoor* reports: Had fine weather throughout. On the 23rd inst., passed ship R.L.K.O., all well and wishes to be reported. Detained outside since 11 a.m., 5th instant, by very heavy fog.

The British steamer *Antenor* reports: From Shanghai hence to Amoy, fine weather and calm. Amoy to Hongkong foggy.

The British steamer *Zafiro* reports: Had pleasant weather throughout, fog on China Coast.

IMPORT CARGOES.

Per Arratoon Apoor, from Calcutta, Penang and Singapore:—For Hongkong, 1,200 chests Patna Opium, 315 chests Benares Opium, 1,205 bales Cotton, 140 bales Cotton Yarn and Twist, 239 bales Gunnies, 698 bags Saltpetre, 241 bags Grain Rice, 101 cases Gunter Oil, 852 bags Mangrove Bark, 200 bags Bran, 133 bags Putchuck, 121 bags Laca wood, 395 piculs Rattans, 33 piculs Jade Stones, value \$1,000, 1 case Camphor, value \$4,500, 1 case Wearing Apparel, value \$2,500, 1 box Old wine, value \$200, 913 piculs Sundries.—Total 6,943 piculs.

POST OFFICE NOTICES.

MAILS will close:—

For SATOW & SHANGHAI.—For Canton, at 11.30 a.m., on Friday, the 8th inst.

For STRAITS & BOMBAY.—For Borneo, at 11.30 a.m., on Friday, the 8th inst.

POST OFFICE NOTICES.

MAILS will close:—

For NAGASAKI, KOBÉ & YOKOHAMA.—For Hoihow, at 11.30 a.m., on Friday, the 8th inst.

For Hoihow.—For Amoy, at 5 p.m., on Friday, the 8th inst.

For Hoihow & PAKHOI.—For Amoy, at 5 p.m., on Friday, the 8th inst.

For AMOY & MANILA.—For Amoy, at 3.30 p.m., on Saturday, the 9th inst.

For SINGAPORE.—For Ipoh, at 9 a.m., on Sunday, the 10th inst.

For STRAITS & CALCUTTA.—For Amoy, at 11.30 a.m., on Monday, the 11th inst. (Panama Mail for INDIA closes at 10.30 a.m.)

For NAGASAKI, KOBÉ & YOKOHAMA.—For Amoy, at 11.30 a.m., on Friday, the 13th inst.

For PORT DARWIN, THURSDAY ISLAND, COCKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, ADELAIDE, &c.—For Amoy, at 1.30 p.m., on Tuesday, the 19th inst.

General Memoranda.

SATURDAY, March 9:—

Polo Club Races.

4 p.m.—Spoon Competition of the H.K. Rifle Association.

Transfer Books of The China & Manila Steamship Co., Ltd., closed from this date to 23rd Instant, inclusive.

MONDAY, March 11:—

No Peak Tramway Cars run.

Goods per *Glenlyn* undelivered after this date subject to rent.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Hailong leaves for Coast Ports.

Noon.—Canton leaves for Shanghai, &c.

Noon.—Zafiro leaves for Yama, &c.

Noon.—Borneo leaves for Singapore, Penang and Bombay.

Jason leaves for London.

Miscellaneous.

Goods per Steamer *Seagull* unclaimed after Noon subject to rent.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

HAVE JUST RECEIVED

THEIR

ANNUAL SUPPLY

of

LAWN GRASS SEED,

AND

SWEET CORN.

A. S. Watson & Co., Limited,

HONGKONG DISPENSARY.

January 15th, 1889. 83

The publication of this issue commenced 7.40 p.m.

The China Mail.

HONGKONG, THURSDAY, MARCH 7, 1889.

THE report of the Hongkong Chamber of Commerce, which we published yesterday, deals mostly with subjects that have been already pretty well thrashed out. It opens with some remarks on the decline of the China tea trade, which it mainly attributes to excessive taxation. It will require, we fear, a few more bad seasons to compel the Chinese officials to forego the loka; unless, as a writer urged strongly in our columns some time ago, the Chinese authorities were made to understand that an increase in the import duties all round would be more acceptable than the vexatious loka. Meantime some good may result from the instructions given by Li Hung-chang to the Viceroy of Fokien to take steps to improve the culture and manipulation of the tea. More need not be written just now with regard to the agitation against the exceptional privileges granted to foreign mail steamers. The recent difficulty with the Captain of the *Calcutta* should open the eyes of the people at home. There is one matter in the report, however, in which the Chamber seems to take up a rather ambiguous position. When asked an opinion with regard to a cheap postage for "sea-carried" letters the Committee state that this "should not prove of great advantage to our Committees (communities), as it undoubtedly would be to the Australian Colonies, because the class of colonists and residents at the Treaty Ports in China embraces but few of those to whom a cheap postage, in exchange for a slow sea passage, would be considered desirable. Our communities, which are essentially commercial, require the promptest despatch for all Mail matter, and whatever the cost may be, the most expeditious route, will, always be the popular one." Having thus proved that the cheapness of postage is a very small matter to merchant residents in the Far East, we do not see how they can make out a case, as they try to do, for the reduction of the postage by the British packets to the rates charged by the contract steamers of the French and German lines from Shanghai. Reduction of the rate is not likely to lead to such an increase of correspondence as to compensate the Government; and the result would be that either Hongkong would have to increase its subsidy or the British taxpayer would have to pay the difference. Foreign Governments may tax their people to give cheap postage to a certain class of the community; but the extension of such a system, which econo-

mically is not a very sound one, is not desirable, more especially when the advantages would be reaped by communities which, according to the Hongkong Chamber, attach little importance to cheap postage, provided there is rapidity of transmission. With regard to the survey of the China Coast, the Chamber certainly seems to have been very shabbily treated. It took considerable trouble in organizing a fund for the remuneration of fishermen who gave particulars about pinnacle rocks and other obstructions and managed to collect \$1,900 for this purpose; and then, when but \$15 of this sum had been spent by Commander Moore of the *Rambler* (given to a fisherman who pointed out a pinnacle afterwards called Ryo Rock), the survey vessel was withdrawn from the China Station, and the money now lies uselessly in the hands of the Committee of the Chamber.

The laying of a direct cable between Hongkong and Singapore is a matter which has been under consideration for a long time. From an Imperial point of view it does seem highly undesirable that Hongkong, for its telegraphic communication with Europe, should be dependent on the French line to Saigon or the Northern line running through Russia. The question, however, is entirely an Imperial one, as the mercantile community of Hongkong would not derive advantage in

Mr. Chater said he did not think there would be any.

His Excellency—I shall defer any remarks I have to make on the subject until the Bill comes up for first reading. I do not think after all there is any particular reason for meeting so early as Monday, and perhaps it would be as well to adjourn till this day week. It will give people a few days longer to consider the subject, as I anticipate, there is no difficulty on the part of the lot-holders or others, we shall proceed in Mr. Chater's absence.

The Council then adjourned till Thursday next.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately afterwards, the Colonial Secretary presiding.

The Chairman said the only question before the Committee was the grant to the family of the late Mr. Ho Tung Chi. He had been in the Registrar General's department for a considerable number of years. He went there first when the present Chief Justice was Registrar General, and was there until he (the Colonial Secretary) held the Office, and was also with Mr. Stewart Lockhart, and proved to be one of the most efficient public servants for the particular service for which he was engaged that he had done. He did not serve long enough to be entitled to a pension, but that question did not arise. The only question was that of a gratuity to his family. In ordinary circumstances the gratuity was that of a man who served for every three years service as a gratuity, and in this case that would amount to \$50, but considering his great services to the Colony the Governor thought that sum might be doubled, and the Finance Committee was now asked to approve of a vote of \$100.

Mr. Layton remarked that it seemed a small amount for a good servant.

Mr. Ryrie said they could not increase the amount recommended by His Excellency.

The vote was then passed, and the Committee adjourned.

REPORT OF THE CAPTAIN SUPER-INTENDENT OF POLICE 1888.

The following report was presented to the Legislative Council, this afternoon:

Police Department, 1888.

Sir, I have the honour to forward, for the information of His Excellency the Governor, the Criminal Statistics for the year 1888. They show that 3,114 cases were reported to the Police during the year, being a decrease of 367 cases or 4.32 per cent on the return for 1887. In the subdivision of these cases into Serious Crimes (as-called) and Minor Offences a decrease of 141 cases or 5.47 per cent is found in Serious Crimes, and a decrease of 273 cases or 3.82 per cent in Minor Offences.

I have the honour to be, Sir, Your most obedient servant,

W. M. DEANE,
Captain Superintendent of Police,
The Honourable Colonial Secretary.

In the table giving details with regard to serious crimes we note that, although the total number shows a decrease from 1887, there is a pretty considerable increase in the three most serious crimes—murder, robbery with violence, and burglary. In 1887, the cases under these heads were—Murder, 1; robbery with violence, 31; burglary, 60. Last year the cases were—Murder, 2; robbery with violence, 45; burglary, 78. It is under simple larceny that the great decrease is from 1,985 in 1887 to 1,878 in 1888. Among minor offences we note a considerable decrease in cases of simple assault—from 1,101 in 1887 to 808 in 1888. As regards the report in a table showing the strength, enlistments and casualties in the Force during 1888—The strength of the European Force is given as 114. During the year there were 25 enlistments, 1 death, 2 resignations through sickness, 17 resignations through expiry of term of service or otherwise, and 2 dismissals. The Indian Force is given at 222; and during the year there were 15 enlistments, 14 deaths, 1 resignation through sickness, 14 resignations through expiry of term of service or otherwise, and 5 dismissals or desertions. The Chinese force is stated to be 249; and during the year there have been 59 enlistments, 10 deaths, 3 resignations through sickness, 32 resignations through expiry of term of service or otherwise, and 15 dismissals or desertions. The total strength of the Force is 685, exclusive of the Captain Superintendent, Adjutant, 4 clerks and 55 coolies.

CORRESPONDENCE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY.

To the Editor of the "China Mail."

Sir, The company which has been formed for the purpose of the management of the above Company appear to me to be very unwise, if I may judge from my own experience of the management of the Company. I have had some thousands of packages landed and delivered by the Company without having to address a single complaint to the courteous officials connected with the wharves, do not speak without reason. My experience dates from the opening of the Company's business, and I think my assertion may be fairly taken and weighed against the rather highly-coloured observations made by the gentleman who has written to you. Had I been at the meeting, I would have spoken as I have now written; but not being a shareholder, I had no right to attend. Personally I feel under great obligations to the Godown Company for the splendid facilities they have afforded for the landing and delivery of goods, and I think the growing prosperity of this Colony owes much to the Wharf Company, although perhaps this can only be fully appreciated by those who are intimately connected with the shipping business.

A MERCHANT.

THE PRAYA RECLAMATION.

To the Editor of the "China Mail."

Sir, Mr. Chater, in the excellent speech he made at the meeting of Marine lot-holders yesterday afternoon, made a very clear statement of the position of the reclamation to be three fourths, the lot owners will only get three fourths of the value of their plots. The right of compensation for public plots is, however, recognized in full. But, strange to say, the Government, in its capacity as a marine lot-holder, seems to throw all responsibility for this compensation on to the shareholders of the Marine lot-owners. Ought not, seeing that full compensation is decided in the amount to be borne by all the Marine lot-owners, private and Government? It does not seem to me clear how the Government can shirk off its responsibility in both

cases. Of course, if that responsibility was recognised for public plots, the result would be that the private Marine lot-owners would simply have to pay their proportion of the cost.—Yours,

ENQUIRER.

THE HONGKONG POLO CLUB.

THE FIRST RACE MEETING.

The Hongkong Polo Club, though still in its infancy, has made rapid progress in establishing itself as one of the numerous sporting institutions of the Colony. It has now some thirty or forty members, many of whom are active or playing ones, while others have joined with a view of encouraging sport and riding.

On Saturday next in the Happy Valley (the race-course having been kindly lent by the Jockey Club for the purpose) the Club is holding its first race meeting, and doubtless a most excellent afternoon's sport will be afforded to the public. The programme have all secured good entries, those for the Ladies' nomination numbering no less than sixteen.

The names of many leading sportsmen of the Colony and the Colonies, and of the Services, appear in connection with the meeting, and from the manner in which it has been taken up generally there is every prospect of its being attended with the success it deserves. The numerous entries for the ladies' race will ensure the attendance of the fair sex, whose presence is always necessary for complete success on these occasions. It is understood that the 'Pari Mutuel' will be worked under the auspices of the Polo Club, so that those who care to back their fancy will be able to do so.

The following are the handicaps:—

THE CAUSEWAY STAKES—1 mile. Handicap for all China Ponies.	st. lbs.
Flatfoot	12 00
Ray Morn	11 10
Amorid	11 07
Winacee	11 05
Madapi	11 05
Glencairn	11 02
Vespasian	11 02
Lochlainn	11 02
Gone-away	10 12
Mac	10 12
Viking	10 12
Ree d'Or	10 12
Grey Friar	10 10
Post Boy	10 07
Ormonde	10 07

CONSOLATION HANDICAP—Once round.

Flatfoot	st. lbs.
Ray Morn	12 00
Amorid	11 10
Winacee	11 07
Madapi	11 05
Glencairn	11 02
Vespasian	11 02
Lochlainn	11 02
Gone-away	10 12
Mac	10 12
Viking	10 12
Ree d'Or	10 12
Grey Friar	10 10
Post Boy	10 07
Ormonde	10 07

LADIES' NOMINATION—Distance Handicap.

Flatfoot	st. lbs.	Scratch.
Ray Morn	10 12	20 yards.
Amorid	10 10	"
Winacee	10 10	"
Madapi	11 07	"
Glencairn	10 12	40 "
Vespasian	12 00	"
Lochlainn	12 00	"
Gone-away	12 00	"
Mac	12 00	"
Viking	12 00	"
Ree d'Or	13 00	"
Buddha	11 07	100 "
Dandy	11 05	100 "
Scorcher	13 10	110 "
Reindeer	13 10	131 "
Orange Boy	11 13	150 "
Huzzar	13 07	150 "

THE LUZON SUGAR REFINING CO., LIMITED.

The annual general meeting of the shareholders of this company was held at the office of the general agents (Messrs Jardine, Matheson & Co.) to-day. There were present: Hon. J. Ball Irvine (Chairman), Messrs D. Gillies, T. E. Davies, D. McCulloch, W. Legge, K. McK. Ross, A. McCulloch, W. O. Murray, D. Cunha, H. Tong and H. C. Maclean.

The Chairman said—Gentlemen, with your permission I will take the report and statement of accounts as read. I regret that the results of last year's working have not been more favourable, but they mark a steady improvement which affords encouragement for the future. Up to the end of July, our operations were, from various causes, conducted at a considerable loss, but during the remaining five months of the year, profits were regularly made. We have persevered in our policy of keeping stocks low, and in this way have saved a large sum in interest. When our boats were closed on 31st December, we had on hand, of raw and refined sugar, only 26,600 pounds. As there was a considerable demand for sugar, we stopped the works during January and took advantage of the opportunity to overhaul the plant and machinery, which are now in excellent order. Work was resumed in February, and I am pleased to observe from our return from Manila, that the demand so far seems to be equal to our powers of production. The inconvenience, referred to at our last annual meeting, of being unable to secure sufficient space for our requirements in the Spanish mail steamer, has been greatly lessened, but the rates of freight are still excessive and press very heavily on our industry. We are continuing our negotiations to obtain a further supply of tonnage for the line between Manila and the ports of Spain. Before moving the adoption of the Report and accounts I shall be glad to answer any questions that may be put to me.

There being no questions, the Chairman proposed the adoption of the report and accounts.

Mr. Legge seconded and the motion was adopted.

On the motion of Mr. Cunha, seconded by Mr. Ho Tung, Messrs D. Gillies and T. E. Davies were re-elected members of the Consulting Committee.

Mr. McCulloch proposed and Mr. Legge seconded the re-election of Mr. T. Legg as auditor, which was agreed to.

The Chairman—Gentlemen, I am much obliged to you for your attendance to-day. I hope that next year we shall be able to pay a dividend.

This terminated the meeting.

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

The following is the report of this Company for Presentation to the Shareholders, at the sixth Ordinary General Meeting to be held at the Office of the General Managers on Saturday, 23rd March, 1889:—

We have the pleasure to lay before shareholders the annual statement of Accounts made up to 31st December 1888 and showing, after writing off \$15,000.00 for depreciation during the year, a balance of \$90,844.37 at Credit of Profit and Loss on that date.

It is proposed to deal with this amount as follows, viz:

To place to Reserve Fund.....	\$35,000.00
To pay a Dividend of 30 per cent.....	52,600.00
.....	\$87,600.00

leaving a balance of \$3,344.37 to be carried forward to Credit of next year's account.

Both the Company's steamers are now in full order, the *Diamond* having undergone extensive repairs in the beginning of the year.

Consulting Committee.—Mr. D. Gillies was invited to join the Committee and his appointment requires the confirmation of shareholders.

Auditors.—The Accounts have been audited by Messrs T. Arnold and J. H. Cox, who are recommended for re-election.

RUSSELL & CO., General Managers.
Hongkong, 7th March, 1889.

BALANCE SHEET FOR THE YEAR ENDING 31st DECEMBER, 1888.

Value of the Company's "Diamant" and "Zafir" boats.....	\$185,000
Less written off for depreciation for 1888.....	15,000
.....	\$170,000.00
Value of Boats and Moorings at Hongkong and Manila.....	630.69
Value of Coal and Stores on board.....	1,492.56
Premium value of unexpired policies.....	10,560.99
Freight outstanding at Hongkong.....	\$8,863.93
Due from Manila Agents.....	2,851.30
Amoy.....	4,030.06
In General Managers' hands, at Hongkong and Shanghai Bank, Sundry Debtors.....	9,361.37
.....	50,024.38
.....	2,212.56
.....	\$290,016.74

Capital, 3,500 Shares at \$50 per share.....	\$175,000.00
Sundry Creditors.....	12,732.57
Underwriting Account.....	1,800.00
Reserve Fund.....	10,000.00
Balance of Profit and Loss account.....	90,844.37
.....	\$290,016.74

PROFIT AND LOSS ACCOUNT 1888.

Written off for Depreciation of steamers 1888.....	\$15,000.00
Allowance to General Managers for Office Expenses.....	3,500.00
Auditors' Fees.....	200.00
Charges.....	769.91
Balance.....	90,844.37
.....	\$110,344.28
Balance from last account.....	\$18.68
Profit on Working account 1888.....	109,884.05
Exchange account.....	455.94
Estimate Peck & Co. for amount received in excess of estimated value of claim.....	6.31
.....	\$110,344.28

We have compared the above statements with the books and vouchers of the Company, and found the same in accordance therewith.

THOS. ARNOLD & JAMES H. COX,
Auditors.
Hongkong, 28th February, 1889.

THE FATE OF THE ROCK TERRACE.

Our readers will doubtless remember the New Brunswick ship *Rock Terrace*, which was abandoned near the island of Guam in a rather mysterious way by the Captain and crew. The vessel had been navigated for thirty days after the wreck on a sunken rock in the Pacific. An enquiry was held in Hongkong and the Captain's certificate was suspended for six months. The *Rock Terrace*, which was a vessel of about 1763 tons, had a large cargo of kerosene on board for Higo. The Court in Hongkong considered that the ship might easily have been taken to some port in the Philippine Islands, that the Captain's conduct was only explicable on the ground that the mental anxiety he had undergone had temporarily undermined his reason, and that the order to abandon the ship was given in a fit of despondency. There was some talk in Hongkong at the time of searching for the ship, which would have been a valuable prize. However nothing was done in the matter; and the *Rock Terrace* was allowed to drift about the ocean until she met the fate described in the following story:

A strange story of the sea comes from the Gilbert Islands. The schooner *George Noble* visited Tarawa, one of the Gilbert group of islands, in the middle of the month of August last. There it was learned that about August 1st the natives of Tarawa sighted a large wooden ship approaching the island. She had all three topsails set, and was running before a strong breeze, which was blowing her rapidly nearer. As she got closer the natives expected to see her alter her course to fetch the entrance into the little bay. But no, the strange vessel kept her course, which in a very short time would run her on the coral reef. In vain the hospitable islanders endeavored, by every variety of signal imaginable, to warn the vessel that she was speeding to destruction. No heed was paid to the frantic warnings, and amid the shouts and cries the stranger crashed right into the shining reef of coral.

Then the curious inhabitants were doubly increased when no sign of life appeared on the stranded ship. No men were seen attempting to save their lives. All was silent and still as the grave. The natives were overwhelmed with awe and dared not near the coast to visit the mysterious stranger. Soon the huge breakers of the Pacific, waking upon the ship, broke her in pieces and sent the wreckage up on the beach. The natives collected a quantity of the wood and one body. On the stern of the boat were the letters K—T—E—R—E—S.

A piece of wood which was also picked up among the wreckage was the word *ROCK*. Besides all these wreckage an immense number of kerosene cases were washed ashore, showing that the vessel had been loaded with petroleum. There were neither cables nor anchors on board the wreck, nor dead bodies either of men or beasts.

The schooner *George Noble* arrived in Sydney about November 22nd, and this strange matter was at once reported. There were, of course, all kinds of theories advanced, but late in December information was received which proved that the mysterious wreck was the British ship *Rock Terrace*. Thus it is a most curious fact that the *Rock Terrace* had been sailing about the ocean from March 2nd until August 1st, or a period of five months, without a man on board to set her course or trim her sails. In that time, with topsails set, she must have sailed 840 miles north 440 east from the spot where she was abandoned to the Island of Tarawa. She found a resting place at last; however, after all her wanderings and will no more traverse the seas unmaned.

UNVEILING THE QUEEN'S STATUE IN SINGAPORE.

The Straits Times, of 28th inst., says:—At Government House this morning, the ceremony of unveiling the statue of Her Majesty the Queen, recently presented to the Government House by the Chinese community of Singapore, was performed by His Excellency the Governor in the presence of the Hon. A. M. Skinner, Acting Colonial Secretary, the Hon. Seah Liang Seah, &c. The statue is situated at the end of the ball room, and previous to unveiling, His Excellency said:—

Gentlemen, I have invited you here to-day in order that I may formally receive from you this very handsome gift of the statue of Her Majesty the Queen. For the many years that I have been living amongst you, I have had many opportunities of learning of your loyalty to the Queen. It was the spontaneous desire of the Chinese people in Singapore to give some record of the Jubilee of Her Majesty's reign, and this statue made, have now the honor to present it. The donors are among the most loyal of Her Majesty's subjects in Singapore, either born in this Settlement or have resided for very many years in the place, and have their families living here. The statue made, have now the honor to present it. The donors are among the most loyal of Her Majesty's subjects in Singapore, either born in this Settlement or have resided for very many years in the place, and have their families living here.

On the conclusion of the ceremony, photographs were taken of the company and statue, in various positions, by Mr. Kooh, of Lambert & Co.

NEWS BY THE AMERICAN MAIL.

The following exchanges are taken from American exchanges brought on by the City of Sydney, which arrived here yesterday:—

SACKVILLE'S SUCCESSOR.

London, February 3.—It is stated that Sir Julian Paucot, permanent Under Secretary of State for the Foreign Office, has been appointed British Minister to the United States. The report is not officially confirmed, it is credited to the Foreign Office. The appointment is creating intense irritation in British diplomatic circles, as it is a departure from the rule of succession in appointments according to seniority. Sir Julian Paucot is a lawyer, not a diplomat, and was never attached to any embassy. He was appointed to his present post on account of his extensive knowledge of the legal bearings of treaties.

A RAILWAY DISASTER.

Brussels, February 3.—A terrible railway accident occurred to-day near Groenendael. A train bound from Brussels for Namur struck a pillar of a bridge, causing the bridge to collapse. The train was carried down the side of the bridge, and 14 persons were killed outright and fifty others injured.

THE BODIES OF ALL PERSONS KILLED BY THE ACCIDENT HAVE BEEN BROUGHT HERE.

The bodies of all persons killed by the accident have been brought here. Fifteen persons mortally injured lie at Heclyert, near the scene of the disaster.

AFTER MORE ISLANDS.

Zamudio, January 3.—There is much indignation among merchants in consequence of the action of the German Consul in pressing the Sultan to cede Lann and the adjacent islands to a German company. The trade of those islands has been entirely in English hands.

DEATH OF A MERCHANT FOR THE TRIPLE ALLIANCE.

Berlin, February 2.—Although the death of the Austrian Crown Prince will have no immediate effect upon the relations between Germany and Austria, the issue that may ensue have already engaged the anxious attention of Emperor William and Prince Bismarck. Since yesterday morning the Emperor had two long interviews with the Chancellor, who has been in constant communication with the German Ambassador at Vienna, and Count Kalinsky, the subject of the correspondence being, it is reported, the succession to the Austrian throne. The removal of Crown Prince Rudolph is regarded by official circles here as a serious blow to the triple alliance. His legitimate successor, Karl Ludwig, cannot be relied upon as a friend of the alliance. Through his 50 years of life, he has not taken an

active part in politics, leading a quiet existence, but both here and in France, in whose favor he may abdicate, are known to be inclined to an anti-German policy, favoring rather an entente with Russia. The moral fortitude of Emperor Francis Joseph, in allowing the publication of the fact of the Crown Prince's suicide, elicited general admiration. Emperor William ordered officers of the Grenadier guards, of which Emperor Francis Joseph is honorary Colonel, and the Eleventh Uhlan, the Crown Prince's regiment, to wear mourning for a week.

ITALY'S FINANCIAL DEFIKIT.

Rome, February 3.—In the Chamber of Deputies yesterday Signor Peruzzi, Minister of the Treasury, announced that notwithstanding the constant improvement in the economic position of the country and the development of national wealth, the budget showed a deficit of nearly \$40,000,000. He proposed to meet this deficit with funds at the disposal of the Government for civil and military pensions. He said it was estimated that the budget for 1890 would show a deficit of \$18,000,000.

A SEVERE STORM.

London, February 3.—A great wind and snowstorm prevailed to-day on the English and Irish coasts. The Cunard steamer *Servia*, which arrived at Queenstown to-day, was unable to transfer the mails, the tender sent out to receive them being forced to run back to the inner harbor for shelter. Several buildings at Queenstown were unroofed by the wind.

A BLOODLESS BATTLE.

Paris, February 3.—Deputies Laguerre and Lacroix fought a duel this morning with pistols. Neither of the combatants was injured. The challenger was Laguerre, who claimed that he had been interrupted in an offensive manner by Lacroix while speaking in the Chamber.

ANOTHER REVOLUTION IN UGANDA—THE KING DEPOSED.

Zanzibar, February 3.—A letter has been received here from Mackay, a missionary in the Usambaras, dated November 26th. The writer says that on the 25th of November a revolution broke out in Uganda. King Kiwira has been deposed and his younger brother raised to the throne. Kiwira having killed the two principal advisers of the expulsion of an English missionary.

EVIDENCES OF BISMARCK'S LOSS OF INTEREST.

Berlin, February 2.—The Reichstag treated the third reading of the East Africa bill with indifference. Prince Bismarck's feud with the ultra-Conservatives threatens to alienate a number of his hitherto ardent supporters. It should be mentioned that the shooting of the office of the *Kreis Zeitung* and the house of its editor for the manufacture of an article attacking the Chancellor's conduct in the Gelfken inquiry. This article is condemned even in the ultra-Conservative press. The shooting of the office of the *Kreis Zeitung* and the house of its editor for the manufacture of an article attacking the Chancellor's conduct in the Gelfken inquiry. This article is condemned even in the ultra-Conservative press.

CONTRACTS LET TO A BRITISH AMERICAN BUILDING.

Montreal, February 3.—James Ross, who built some of the most difficult sections of the Canadian Pacific Railway, including the Rocky mountain section and that through the short link, and also portions of the short link, has taken several contracts for the construction of about seven hundred miles of railway, involving an outlay of about \$22,000,000. The contemplated line are to be built for the purpose of opening up the country.

THE TRINE ALIANCE.

Dublin, February 3.—Police Inspector Martin was killed at Gweedore, County Donegal, to-day while trying to arrest Father McFadden. A party of police under Inspector Martin surrounded Father McFadden, who was engaged in a duel, and when the priest appeared at the door made a rush for him. The people came to the rescue and Father McFadden escaped. He had nearly reached the door of his own house when Inspector Martin caught him by the coat. At the same instant the Inspector was struck with a stone on the back of the head. The Inspector fell and died soon afterward. Father McFadden was subsequently arrested.

FREAKS OF JOURNALISM.

HOW THE AMERICAN PRESS REPORTED THE DEATH OF PRINCE RUDOLPH WITH TREASONING DETAILS.

We take the following extracts from telegrams in the San Francisco papers, giving voluminous details of how the Crown Prince of Austria-Hungary was first murdered by an enraged hunter, and then killed in a duel, and finally committed suicide:—

HOW HE WAS MURDERED BY AN ENRAGED HUNTER.

Paris, February 1.—Crown Prince Rudolph of Austria was shot at the hands of the greatest nobleman of the empire, who shot the Archduke for the purpose of avenging the betrayal of his wife by the heir apparent.

THE FOLLOWING IS STATED TO BE AN AUTHENTIC ACCOUNT OF THE TRAGEDY AND OF THE CIRCUMSTANCES IN CONNECTION THEREWITH.

On Sunday night the Crown Prince appeared at a ball given by the German Ambassador, Prince Roussy, in honor of Kaiser Wilhelms birthday. Both the Archduke, as well as his father, the Emperor, who was also present, were uniformed in the Prussian regiments of which they hold honorary colonelcies. The Archduke was in the highest spirits; his laughter rang through the rooms and he appeared to enjoy himself amazingly. But, however, around some excitement by paying rather marked attention to a very beautiful princess, whose husband, a member of one of the oldest families, of princely rank in Austria, is almost as well known in Paris as at Vienna.

At about 1 o'clock in the morning the Archduke escorted his wife, the Crown Princess Stephanie, to her carriage. After kissing her hand and bidding her adieu he remained for a few minutes longer in the vestibule chatting with the German Ambassador. On leaving the Embassy he directed his steps to the Michels Platz, where he had promised to meet his brother-in-law, Duke Philip of Coburg, and Count Hoyos, formerly Minister at Washington, now Ambassador to the French Republic. It had been arranged that they should drive from there out to his hunting lodge at Meyerling, some thirty miles distant from the metropolis. The road lies through the heart of beautiful Wiener Wald, and the drive, which is a charming one, had been planned for the purpose of rendering it possible to be out on the moors in the early dawn.

On reaching the Michels Platz, the Crown Prince found his brother-in-law and

Count Hoyos waiting for his arrival and a handsome dog, drawn by four spirited horses, ready to convey the party out to the Meyerling. Suddenly, however, the Crown Prince turned to his companions and begged them to excuse him, muttering something about being "very bored," and declared that he would join them later in the day. Both Duke Philip and Count Hoyos entreated Rudolph to forego his rendezvous, warned him of the risk and of the scandal which would inevitably ensue if his intention was to become known. However, the Crown Prince laughingly told them to cease their remonstrances, which he declared were quite useless.

After specially enjoining them to avoid mentioning to any one that he had failed to keep to the original plan of driving out with them to the shooting lodge, he disappeared down the Hoenegasse, swinging in the air a pass key and singing snatches of popular songs.

The four collars of his heavy military cloak were turned up so as to conceal his features from view, and but few would have imagined that the solitary officer wending his way through the dark streets on foot, unattended by either aide or servant, was the heir apparent of the Austrian throne. The Duke and Count Hoyos, together with the equester of the Crown Prince, then got on to the dog and started the horses in the direction of Meyerling, where they arrived about three hours later.

On Monday morning at 7 o'clock one of the richest and most powerful nobles of the empire, a man of princely rank, although not a member of any royal or reigning family, was in the act of leaving his palace for the purpose of trying a young horse, which, reared in imperial stud-farms at Gadolde, had just been presented to him by the Crown Prince, when suddenly he happened to catch sight of a man skulking in the shadow of the wall just under the private staircase leading up to his wife's apartments.

The prince sprang forward to catch the stranger, who endeavored to save himself by flight. The prince, who was a member of one of the noblest families, and whom he had succeeded. When concealment was no longer possible the Princess confessed her shame to her brother, who gave Rudolph the alternative mentioned. The *Pall Mall Gazette* further says the doctors summoned refused to sign a certificate to the effect that Rudolph's death was due to apoplexy and that a great scene ensued. One doctor told the *New York Press* the real facts, which the paper published.

The dispatch in the *Standard* from Vienna says: Prince Rudolph probably wrote several copies of the letter before signing the one sent to his father. The candles were burned down to the sockets, proving they had

**SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.**

WHAMPOA.		
Vessel's Name.	Flag & Rig.	Destination.
Canton	Brit. str.	
Moyune	Brit. str.	
Yangtze	Ger. str.	

AMOY.
 In port on February 27, 1889.
 MERCHANT STEAMERS.
 Newchwang British

FOOCHOW.
In port on February 27, 1889.
MERCHANT STEAMERS.
Fuyow Chinese

SHANGHAI.
In port on March 1, 1880.

Alwine Seyd German
Antenor British

Ava	French	
Djemnah	French	Saigon
Feima	British	
...

Fushun	Chinese	
Glenroy	British	
Hangchow	British	
Kiang-pian	Chinese	
Kiang-yung	Chinese	
Fung-nai	Chinese	Hankow

Kung-pai	British
Kung-wo	British
Kwangchi	British
Pathan	British
Pao Hua	British
Pechili	British
Pekin	British
Pekin	British

Peking	German
Prometheus	British
Sachsen	German
Soochow	British

Taku	British	
Taiwo	British	
Tokio Maru	Japanese	Kobe
Toonan	Chinese	
W. C. de Vries	British	Hankow,

Wha-on British
MERCHANT SAILING VESSELS.

Antoinette	Brit.	bqe.
G. H. Wappans	Brit.	bqe.
Hedvig	Brit.	bqe.
Oscar Mooyer	Ger.	bqe.
Tetuan	Brit.	bqe.

NAGASAKI

Kozaki Maru Japan. bqe.
Western Belle Amer. bqe.

YOKOHAMA.
In port on February 23, 1869.
Arctic Brit. sch.

Bombay	Brit. bqs.
Diana	Amar. sch.
Glendon	Amar. sh.
Nemo	Brit. bqs.
Rose	Brit. sch.

St. James Amar. bqs.
—
HIOGO.
In port on February 23, 1889.

Importer	Amar.	bqa.
Mohawk	Brit.	sh.
John Currier	Amar.	sh.
Naupactus	Brit.	sh.
Fl. damaged	Amar.	sh.

MANILA.
In Port on February 16, 1889.

Charles S. Whitney Brit. sh. New York
Cheshire Brit. bqs. New York
Furness Abbey Amer. bqs. discharged
Jos. H. Scammell Brit. sh. New York

Low Wood Brit. bqe. discharg
Northern Empire Brit. bqe. discharg
Tamar E. Marshall Brit. bqe. repairing

MERCHANT SAILING VESSELS.

Ellen A. Reed	Brit.	ah.	Montreal
Winnipeg	Brit.	ah.	London

CEBU.
MERCHANT-SAILING VESSEL.
Amy Turner Amer. bqs. New York
Scammell Bros. Brit. bqs. New York

BANGKOK.
In port on February 20, 1889.

Bangkok	British
Cape Clear	Siamese
Chamroen	British
Phratabong	Siamese

Rainbow	Siamosa
MERCHANT SAILING VESSELS.	
Andreas	Ger. bqe.
Caroline	Siam. 3 sc.

Bua Pan	Siam. bqs.
Foochow	Siam. bg.
Fortune	Brit. bqs.
Giovanni	Ital. bqs.
Goliab	Siam. sub

Guinep	italian bqe.
Harmonie	Swed. bqe.
Hilde	Brit. sch.
Janet Ferguson	Brit. bqe.

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